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1. The streets were generally crooked and few of them were long. the houses were numbered odd on one side and even on the other.

2. a power plant begun in 1949 was still under construction in the village of Tutchkoviche, about two kilometers north northeast of Rovno on the bank of the Ustye river. The power plant was to have three turbines, one of which was supposed to be in operation by the anniversary of the October Revolution in 1950. The building itself was 40-50 meters long, 25 meters wide and about three stories high and brick and reinforced concrete were being used in its construction. Workers in other enterprises in the city of Rovno were occasionally recruited for work on the construction. An old power plant, inadequate to the needs of the town, stood beside the new plant. It had four generators, one of which was of US manufacture.

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3. A new railroad station was being built adjacent to the old one in the northern part of Rovno near the river and Karl Marx Ulitsa. In 1950 the new station had only the foundation completed. When completed it would be 69 meters by 30 meters. The old station was a small wooden structure which was still in use at that time.

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4. North of the railroad station on the bank of the Ustye River three apartment buildings were completed in 1949, presumably to be occupied by railroad workers. The buildings were 60-70 meters by 30 meters, four stories high and the exterior was cream-colored stucco. Another older apartment building was adjacent to these new apartments.

5. There was a military barracks area bordered by Ulitsa Stalina for about 600 meters and by Ulitsa Dubinskaya for a similar distance. The barracks area consisted of about 20 yellow stucco buildings each of which was 55-60 meters by 25-30 meters and 3-4 stories high. it was apparently a motorized unit of approximately 10 thousand men. A great number of trucks and tanks dispersed among linden and oak trees within the compound were visable from the street. In May 1950 when the

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unit moved out to its summer camp between Alexandria and Kostopol' northeast of Rovno, motorized echelons of the unit moved along Karl Marx street all on one night.

6. Truck Repair Shop No 26 was located across from the military compound on Stalin Street. (Ulitsa Stalina) This shop handled nothing but military repairs 50X1-HUM

7. A military warehouse area approximately 300 by 150 meters was located on the bank of the Ustye River north of the railroad station. A spur line from the station led directly through a gate and into the warehouse area. The area was patrolled by four sentries and surrounded by a six-foot high wooden fence topped by barbed wire. 50X1-HUM a large number of warehouses. once about 20 tanks move into the warehouses there was on top of flat cars. There was a large number of Studebaker trucks. 50X1-HUM they were under a shelter consisting of tarpaper roofs set on brick columns. 50X1-HUM Tarpaulin walls had been added to these shelters at another time. About 12 cannon of unknown calibre were visible from outside the compound.

8. Rovno had no trolley lines but had one bus line which ran along Dubenskaya and Stalin Streets, making stops at the main market on Thursdays and Sundays. The bus stopped on a given corner every ten minutes. There were also busses covering the routes to neighboring towns. These busses were mainly GAZ-AA and GAZ-MM (Gorkij Automobile Plant) The busses were in poor condition and once an axle broke 50X1-HUM

9. Ulitsa Stalina, the main street, was asphalt and was in poor condition; Ulitsa Karla Marxa was partly brick and the rest dirt. Most of the other streets were dirt and in poor condition. 50X1-HUM

10. The majority of houses in the town of Rovno had no running water. There were pumps or water taps on the street distributed one to every two-three blocks.

11. Most of the houses have ordinary outdoor WC's. These are periodically cleaned by pump or ordinary buckets and the excrement loaded on a horse-drawn cart to be brought out to the fields and used for fertilizer. In such buildings as the railroad station, the WC's had troughs through which water circulated.

12. Each resident is responsible for his own garbage disposal. The garbage is collected in boxes or barrels in front of each house and these receptacles are brought out to the city dump when they are filled.

13. Large buildings and the hospitals had a sewage disposal system which dumped sewage through a main which led into the Ustye river under the bridge on Ulitsa Stalina. knew of no other sewage facilities. 50X1-HUM

14. The houses were heated separately with wood and coal for fuel. 50X1-HUM

15. The hospital consisted of two buildings - one two-story and the other one-story located on Ulitsa Dvoretskaya. The hospital had a capacity for about 200 patients which was inadequate for the area. In order to get adequate medical care, it was necessary to bribe physicians with cash, flour, butter, etc. 50X1-HUM

16. Rovno is made up of 60% Ukrainians, 35% Russians, and the remainder Poles and Slovaks. There are Jews mixed in with the Ukrainians and Russians. There had formerly been a greater number of Poles, but during World War II they returned to Poland - probably as a result of antagonism between them and the Ukrainians.

17. there was no heavy industry in Rovno but only brick kilns, a confectionary plant, a dairy, and a small garment factory. One of the main activities of the city was Party and Governmental administrative work since Rovno was headquarters for Rovno oblast'. There was also a good deal of trade and military activity. 50X1-HUM

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18. There were two grain storage points. One was on the northwest edge of town west of Belaya Ulitsa. There were about four buildings about 40 by 20 meters and one story high. Grain was loaded by conveyor belts from rail cars brought directly to the buildings by a spur line. A flour mill was located in the same vicinity. There was another grain storage point near Zdolbunovskaya Ulitsa. This building was about 80 by 25 meters. It also had a flour mill nearby, but no railroad facilities. It appeared to me that the grain circulated in and out of these buildings and there was no apparent large stockpile.

19. Trucks which in the summer were occupied mainly in transporting grain for State grain procurement organizations were used in the winter to transport timber cut in neighboring forests. The trucks were mainly ZIS-150 and GAZ-51, but there were also a number of ZIS-5, GAZ-AA and GAZ-MM as well as Mercedes-Benz, Studebaker, Ford, and Dodge trucks. While the foreign cars were of better quality, it was extremely difficult to obtain parts for them.

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